### Enhanced Bus Service with Peak Period Shoulder Lane (PPSL) Alternative

#### About This Concept
Riders would park at the Mobility Hub, then bus up to Snowbird and Alta. Buses would have priority on Wasatch Blvd. LCC would be widened for bus-only peak period shoulder driving. Bus service information reflects peak winter service.

- **36 Minutes Travel Time**
- **$470M Capital Costs**

#### Alternative Travel Time Comparison

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Average Per Person Travel Time</th>
<th># Vehicular Peak Hour</th>
<th># People Peak Hour via Transit or Personal Vehicle</th>
<th>Mobility Hubs</th>
<th>Snowsheds</th>
<th>Address Trailhead Parking</th>
<th>Elimination of Winter Roadside Parking Adjacent to Ski Resorts</th>
<th>Tolling or Management of Vehicle Occupancy</th>
<th>Add roadway capacity to S.R. 210 from North LCC Road to Alta</th>
<th>Impacts (Properties)</th>
<th>Costs ($ Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENHANCED BUS</td>
<td>37 MIN</td>
<td>24 Bus Departures</td>
<td>1,008 (Transit)</td>
<td>2,249 (Personal)</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>Residential 18 Sites</td>
<td>$470</td>
</tr>
<tr>
<td>WITH ROADWIDENING FOR PEAK PERIOD SHOULDER LANE</td>
<td></td>
<td></td>
<td>1,027 People</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td>$6.2 Bus and Snow Removal</td>
</tr>
</tbody>
</table>

#### Getting to Alta

- **Mobility Hub**
- **Direct to Snowbird**
- **Direct to Alta**

##### Roadway Widening

- Adding peak period shoulder bus-only lanes from North Little Cottonwood Canyon Rd. to Alta Bypass Rd.
- (Shoulder lanes would be only for cyclists and pedestrians in the summer)